

PENNINE LINK

No.65

Sept/Oct 1985



Chairman	David Sumner	54 High Lea Road, New Mills, Stockport, Cheshire SK12 3DP. Tel: New Mills 45485
Vice-Chairman	Trevor Ellis	20 Batley Avenue, Marsh, Huddersfield, West Yorkshire HD1 4NA. Tel: Hudds 34666.
General Secretary	Robert Dewey	38 Paris Road, Scholes, Huddersfield, W. Yorkshire HD7 1UA. Holmfirth 685022.
Treasurer	Mrs Susan Bradbury	Shaw Clough, Pinfold Lane, Scammonden Huddersfield. Tel: Hudds 842823.
Sales Officer	Jean Buckley	37 Edward Street, Oldham, Lancs OL9 7QT. Tel: 061-624 4881.
Publicity Officer	David Wakefield	60 Stile Common Rd, Newsome, Huddersfield, W.Yorks. Tel: Hudds 510781.
Editor	Sue Gibson	14 Simmondley New Road, Glossop, Derbys SK13 9LP. Glossop 64031.
Tunnel End Officer	John Maynard	29 Thick Hollins Drive, Meltham, Huddersfield, W.Yorks HD7 3DL. Tel: Hudds 850575.
Projects Officer	Keith Gibson	27 Penistone Rd, New Mill, Huddersfield, Tel: Holmfirth 681245
Boat Officer	John Morley	82 Britannia Road, Golcar, Huddersfield. Tel: Hudds 655951.
Plant Manager	Dave Irving	416 Blackmoorfoot Road, Crosland Moor, Huddersfield, W.Yorks HD4 5NP.
West Side Chairman	Jack Carr	19 Sycamore Avenue, Euxton, Chorley, Lancs. Tel: Chorley 65786.

Non-Council Posts

Company Secretary	John Fryer	2 Popley Drive, Meltham, Huddersfield, West Yorkshire HD7 3LU.
Membership Secretary	Mrs Val Dewey	38 Paris Road, Scholes, Huddersfield, W.Yorks HD7 1UA. Holmfirth 685022.
East Side Secretary	Mrs Anne Crosland	44 Marina Terrace, Golcar, Huddersfield, W.Yorks HD7 4RA. Tel: Hudds 659748.
Sheffield Branch	Joyce & Phil Calverley	25 Wulfric Road, Eckington, Sheffield, S.Yorks S31 9GE. Chesterfield 432140.
Press Cuttings Officer	Neil Frazer	84 Broomfield Road, Marsh, Huddersfield, W.Yorks HD1 4QD.
Stamp Officer	Brian Grant	Elland W.M.C., Roseberry Street, Elland, W.Yorkshire. Tel: Elland 70613 (home).

Cover photo: shows members of the Narrow Canal Joint Steering Committee at Aspley, Huddersfield. Left to right: County Cllr. John Sully, David Sumner, County Cllr. Garth Pratt, Sir Leslie Young and Cllr. George Speight. Photo: Huddersfield Examiner.

THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY LTD.

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Editorial

Once again we’re pleased to announce Ashton Canals Festival a huge success. Many thanks to all who supported the event in any way.

Sir Leslie Young our main celebrity, certainly seemed impressed with both the Festival and the Restoration work on the Canal. For an account of the Festival by its Chairman (plus photos), just turn to pages 13-15.

We also include in this issue a report on the July 3rd Joint Steering Committee meeting, chaired by Sir Leslie Young which took place at Huddersfield Town Hall.

SUE GIBSON

On Wednesday, 3rd July at Huddersfield Town Hall, the first meeting of the Huddersfield Narrow Canal Joint Committee was held under the chairmanship of Sir Leslie Young, CBE, DL, Chairman of British Waterways Board. The subsequent press release issued by BWB on behalf of the steering committee was headed "Restoration to Navigation of Huddersfield Narrow Canal initiated".

Members of the Joint Committee are:—

British Waterways Board

Chairman: Sir Leslie Young, CBE DL, Chairman of Joint Committee.

Greater Manchester Council

County Councillor Scott, Vice-Chairman of Joint Committee. County Councillor Brett.

West Yorkshire County Council

Councillor Pratt, Councillor Sully.

Oldham Metropolitan Borough Council

Councillor McFayden, Councillor Scoltock JP.

Tameside Metropolitan Borough Council

Councillor Pettit, Councillor G. Hatton.

Kirklees Metropolitan Borough Council

Councillor G. Speight, Councillor Mrs Lindley.

Huddersfield Canal Society

Mr D. Sumner

N.B. Two members of HCS are to be invited to attend.

The news release which we print in full, summarised the mood of the meeting and I feel should give heart to all Society members, past and present, who have contributed to achieving this first historic meeting of the directly-interested public bodies. Our meeting last October at the Coach & Horses, Standedge, paved the way for this steering committee and, although not all delegates to that meeting agreed with the need for a cost-benefit study, all voted for further meetings to progress restoration of the Huddersfield Narrow.

At this July meeting, County Councillor John Sully of West Yorkshire Metropolitan County Council, reminded the committee that we would not all be gathered around a table discussing full restoration but for the Society's scheme at Uppermill. At this juncture, I thanked David Pyrah, Principal Planning Engineer North, BWB, for his support for our Uppermill project. Sir Leslie Young asked me to convey his thanks on behalf of the Joint Committee to the Huddersfield Canal Society for our past efforts.

I was invited to make a report on behalf of the Society after reports by BWB, Greater Manchester Council and West Yorkshire Council. I reprint this report in full here below.

**REPORT OF THE
HUDDERSFIELD CANAL SOCIETY
AND
THE RESTORATION OF THE
HUDDERSFIELD NARROW CANAL**

"The Society was formed in 1974 with the aims of promoting the restoration of the Huddersfield Narrow Canal to full navigable standard and encouraging the improvement of the Huddersfield Broad Canal. It now has more than 1,000 members who believe that the Huddersfield Narrow should be re-opened to navigation from Ashton to Huddersfield and reclassified as a Cruising Waterway.

We believe complete restoration to be feasible. The canal is nationally important possessing the longest and highest canal tunnel in the country at Standedge, being the only narrow canal in the Yorkshire and Humberside or North East Regions and being a vital link between the Cheshire Ring and Midlands canals and the underused Yorkshire waterways. Restoration will bring benefits to the Tame and Colne Valleys.

The environment will benefit from moving boats and working locks and there will also be a major social benefit from the large number of jobs likely to be generated by a working waterway. In 1982 the Society produced a report based on research on other canals which suggested that as many as 450-500 people may actually gain employment on a full or part-time basis as a result of restoration of the canal.

Volunteer Projects

Volunteers from the Society have already restored two locks at Uppermill where our full length (70ft) trip boat "Benjamin Outram" is now in its second year of operation and providing a significant attraction to visitors.

The Society's volunteers have now begun work on restoring the top two locks of the flight of locks at Diggle and anticipate that these will be restored within two years.

We have access to the national organisation, Waterway Recovery Group, who are active in restoring many canals.

MSC Projects

Together with other local societies, in 1982 we published a report suggesting that the canal be restored between Marsden and Slaithwaite using MSC labour. Kirklees and West Yorkshire Councils are to be congratulated on their enthusiastic response to that document. Restoration is now proceeding.

Shortly afterwards, together with the national Waterways Recovery Group, we published a similar report recommending that another MSC scheme should restore the canal between Ashton and Stalybridge.

That project has now commenced under the sponsorship of Tameside Canals Limited, a wholly-owned subsidiary of this Society but with outside Directors to give a broader base. Last year this MSC project (then sponsored by this

Society and others in an informal arrangement before the formation of Tameside Canals Limited) restored three miles of towpath on the Peak Forest Canal between Gee Cross and Dukinfield. This year our 100-person team is continuing landscape works there, towpath improvements on the Huddersfield Narrow between Ashton and Stalybridge and is only waiting for agreement over maintenance between GMC and BWB before beginning restoration of the locks. GMC and BWB are making financial contributions to the project and Tameside Council are providing engineering and other assistance.

Standedge Tunnel and Marsden Cottages

Our view that Standedge Tunnel is of vital national importance was demonstrated by our joint venture with West Yorkshire County Council to open the Tunnel End Cottages at Marsden as a visitor centre and base for the Countryside Ranger Service. Together with the Inland Waterways Association, we have now agreed to provide £12,000 towards the cost of an engineering survey of the tunnel.

Stalybridge

We believe that such surveys are necessary at an early stage and, to this end, helped by a financial contribution from GMC and IWA, we have commissioned a survey of the alternative routes by which the canal can be re-created through Stalybridge, from the Engineering Consultants, W S Atkins and Partners. This report should be available soon after proper consultation with the requisite public bodies. It will appraise and cost six routes through the town.

A Future Programme

The Society believes that the way ahead is to proceed as quickly as possible in restoring the 80/90% of the canal which is in water through volunteer projects and, more importantly, through MSC work. To this end we have prepared a draft programme by which the Tameside

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Canals MSC project and volunteers could restore all of the canal in the Tame Valley (apart from the obstructions in Stalybridge and the culverted bridges in Saddleworth) over a 5-year period. During this same period the Kirklees/West Yorkshire MSC project could continue beyond Slaithwaite to restore the canal to Huddersfield.

A Huddersfield Canal Trust

Although cost effective in terms of producing a linear water park at little cost to local resources and in providing work in areas of high unemployment, MSC and volunteer schemes do require a small financial contribution to top up the funds available from the MSC. We believe that it is desirable that a Huddersfield Narrow Canal Trust is set up and sufficiently endowed to provide for that financial shortfall. We believe that members of the Trust should include the five Local Authorities, British Waterways Board and this Society. This Trust should negotiate the maintenance agreements with BWB to continue until the canal is designated a Cruising Waterway.

The Major Obstacles

With the backing provided by such a joint approach, the task of funding the rebuilding of a canal, through Stalybridge and Slaithwaite; of re-opening the canal through Sellers' and Bates' factories in Huddersfield; of altering bridges in Saddleworth; of carrying out the necessary repairs to make Standedge Tunnel suitable for public use, should be simplified. We believe, from our own discussions with the National Heritage Memorial Fund, that it is not unreasonable to expect that a significant part of the cost, certainly of works to the tunnel, could be grant-aided by the Fund. The Trustees of the Fund have expressed their willingness in principle to grant-aid important and viable sections of this canal where future maintenance guaranteed and local support exists.

Tourist Board grants and finance from the EEC are other obvious sources of aid which we believe will be more readily accessible through a co-ordinated joint approach.

The Future Role of the Huddersfield Narrow Canal Society

- * The Society sees its role continuing as an active and responsible group in favour of restoration of the canal, with continued involvement of our members in such events as the Huddersfield and Ashton Festivals and in operating our Uppermill trip boat "Benjamin Outram" and occasionally a smaller boat ("Stan" or "Number Two") on other parts of the canal.
- * We believe we can make a major contribution to the actual restoration effort, both on a limited volunteer scale and through the MSC scheme sponsored by our subsidiary company, Tameside Canals Limited. If our plans for this project are accepted, we would welcome Local Authority involvement at Board level in this company from Tameside, Oldham and Greater Manchester Councils.
- * Over the years we have raised sufficient capital to finance the Society's activities, mainly though the efforts of our members but also with very welcome contributions from the Local Authorities, BWB and commercial sponsors. We are intending to investigate the whole field of fund-raising, possibly by taking professional advice and we hope to be able to make a significant contribution to the resources of a Trust.
- * We will continue to publish our bi-monthly magazine "Pennine Link" and would offer the facility of this becoming a platform for the Trust, in addition to its role of informing Society members and others of progress on the canal.

* We will continue to liaise with other users of the canal via our connections with Angling Societies, Historical Societies and Visitor Centres. We give illustrated talks about the Canal to many organisations."

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You will realise that, before full restoration can proceed, the political will must be in evidence. Also now that six other bodies are involved in the restoration with full-time members and officers professionally trained to appraise and instigate various schemes, the role of the Society will change somewhat. We were essentially a pressure group (Sir Leslie told us to keep the pressure on) but now we must adapt to our new role — that of a fully participant member of an ad hoc body. The statement by the Society outlines how we see the future. We must have a flexible attitude to events as they happen but we must not lose sight of the goal — the ultimate restoration to navigation of the Huddersfield Narrow Canal. Everything we do, the recent successful Ashton Canals Festival, smaller fund-raising efforts, restoration schemes, operation of Benjamin Outram, etc., are important. We are now even more in the public eye and must continue to act in a professional manner.

The meeting received the following news with pleasure.

The Secretary of State for the Environment has given Greater Manchester Council the go-ahead to restore the 'infilled section' at Uppermill. Test drillings have already taken place. Secondly, funding for the tunnel survey has been agreed. Work should begin shortly. Thirdly, the psychological barrier of Wakefield Road should be breached by March 1986. All these important projects are largely due to the financial contributions of the two Metropolitan County Councils.

The Society hopes that the District Councils will be able to support restoration in a similar fashion after March 1986.

The next meeting of the Joint Committee is scheduled for January and is to be hosted by Tameside MBC. We expect to announce further positive progress towards restoration.

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B.W.B. News Release

RESTORATION TO NAVIGATION OF HUDDERSFIELD NARROW CANAL INITIATED

Wednesday 3rd July 1985 saw the launch of a major new initiative to restore the Huddersfield Narrow Canal to navigation. For the first time, the British Waterways Board and Local Authorities from both sides of the Pennines met jointly with the common aim of seeing the canal re-opened for pleasure boating along its entire length from Huddersfield to Ashton-under-Lyne.

British Waterways Board's liability in respect of the maintenance of this waterway is limited by the provisions of the Transport Act 1968: Funds for restoration work and maintenance of the canal for pleasure cruising after work has been completed will therefore be needed from sources other than the British Waterways Board.

At its first meeting at Huddersfield Town Hall today, a Joint Steering Committee chaired by British Waterways Board's Chairman, Sir Leslie Young CBE DL, agreed that in aiming to restore the Canal to navigation a wide range of other improvements to the canal side

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environment and particularly the canal towing path would be sought.

A major priority will be the re-opening of locks infilled in the 1950s and 60s and overcoming other obstructions to navigation along the length of the Canal.

Sir Leslie Young's announcement that a £100,000 study of the Standedge Tunnel will commence later this year is indicative of the spirit of co-operation between the British Waterways Board, Local Authorities, and voluntary bodies. The study is to be jointly financed by BWB, Greater Manchester Council, West Yorkshire County Council and the Inland Waterways Association to indicate the engineering works which would be required to reinstate the tunnel to minimum standards for cruising and to ensure further water supplies. The suggested formation of a Charitable Trust is intended to further the aims of the Joint Committee and to secure funds from Local Authorities, commercial, charitable institutions, and other sources.

Sir Leslie commented: "Much has already been done to improve the canal

and schemes are currently on the way on both sides of the Pennines. The creation of this Joint Committee marks a major step forward and gives added impetus to proposals which are both exciting and far-sighted and which the Board are likely to support".

Sir Leslie paid tribute to the part played by the Huddersfield Canal Society. "When, in 1980, a modest restoration scheme was undertaken at Uppermill, the prime mover was the Society. Since that time the Society's members have continued to be active and the stage we have now reached is largely due to their enthusiasm and energy with the assistance of those bodies now represented on the Joint Committee".

He added: "There is a long way to go before all the proposals become a reality. A great deal of money has to be found and many possible sources, including the EEC, will be explored. I am confident that the right level of co-operation is there together with a strong desire to see this trans-Pennine waterway link re-established".

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Supply Automotive batteries for car and diesel engine starting. Traction batteries for fork trucks and electric milk floats and of course batteries for electric boats.

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TUNNEL END FESTIVAL
14th/15th September

MIKRON'S SHOW 'JUST THE JOB'
SATURDAY at 3pm

CRAFT STALLS — FUN CASTLE

PADDLE BOATS — REFRESHMENTS

WET SPONGE THROWING

BOBBIN' APPLES

BOAT TRIPS ON 'STAN' AND No.2

GUIDED WALKS BY RANGER SERVICE

CHILDREN'S SCHOOL ART COMPETITION

HCS AND RANGERS EXHIBITIONS
IN THE COTTAGES

Restoration Report

Work has continued on our own volunteer worksite at Locks 31W and 32W in Diggle. The bywash weir at lock 32W, which has occupied most of our time to date, is now functioning, and the effect can be seen as far away as Marsden, where water no longer laps over the coping stones in front of Tunnel End Cottages. Apparently the concrete cascades in the lock chambers on the summit level were put in three inches too high.

We have continued our efforts on the lock walls at 32W. All copings have been removed and the ornamental terraces constructed of lock wall stones have been broken up.

Good attendance at the working parties

before the holidays allowed us to extend our activities to the bywash weir at 31W. Here, unfortunately, the covered section proved to be quite short, and we will be forced to extend it in order to reinstate the track. Two trees need moving before we can proceed further.

Thanks this issue goes to the Kennet & Avon (Newbury) working party for their efforts on 3-4th August, without which David Irving and myself would have been very lonely! Work will continue on the first and third weekends of each month (counting 7/8th as the first weekend in September). Either turn up on site (up Ward Lane, opposite the Hanging Gate pub in Diggle) or phone me on Huddersfield (0484) 34666.

TREVOR ELLIS



DUST DOWN YOUR WELLIES WITH WRG!

Keep your shovel in the Restoration Scheme by joining us on away digs. Monthly visits to Stratford-Montgomery Pocklington. Lots of fresh air, good food, convivial company.

Contact: *Waterway Recovery Group, Malcolm Bridge, 3 Heather Bank, Littleborough. Tel: 0706 78582*

EGON RONAY eat your heart out you are missing

HCS has its first Wine & Dine Night on Saturday 5th October when HCS members and friends will dine on a superb 4-course meal for only £4.50 at Tunnel End Cottages.

- * *Menu offers a choice of simple but delicious dishes*
- * *ALL profits to HCS*
- * *Book Now – numbers are limited and tickets can only be bought in advance either from Tunnel End Cottages or by phoning Glossop 62705 for tickets/further details etc.*
- * *As we have no licence we cannot sell alcoholic drinks – but, if you bring your own wine we will be happy to provide glasses, corkscrew, and wine waiter free of charge.*

COME ALONG AND HAVE A GREAT NIGHT OUT!

Boats

Late last year I first approached John Maynard saying I was interested in fitting out boat No.2. About six months later just as the finishing touches were being made to the boat John approached me to see if I was willing to take on the job of boat officer responsible for all three boats. There must be a moral there somewhere!

However, I am pleased to be able to take on the job and in some way proud to take over from John who has done so much good work for the Society over many years. I only hope I can do as well.

The last couple of months have been spent getting to know what is involved in the position of boat officer and in commissioning Number Two. Sorry about its non-appearance at Ashton — the rather old motor we acquired to pack up just a few days before the Festival, with not enough time to find spares. I'm now doing what I should have done to start with — that is pull the whole thing apart and completely rebuild the engine. (I

seem to remember it's not the first engine we've had teething troubles with).

By the time you read this it will be early September and although there should be a few sunny weeks left for boat trips we shall be turning our attention towards the maintenance requirements of the boats.

There's quite a lot to do and I can't do it all myself so if anyone thinks they may be able to help, please get in touch and we can discuss what needs doing. You don't have to be a boat builder or engineer — just be interested in boats and willing to spend a few hours work to help your Society.

Finally help please in operating boats — Stan and No.2 — on Saturday 7th September (Marsden Festival) and Sat. & Sun. 14th & 15th September (Tunnel End Festival).

JOHN MORLEY
Boat Officer

3rd July 1985

There were a succession of verbal pats on the back from top officials for H.C.S. at the Joint Steering Committee meeting which took important decisions vital in the aim of restoring the narrow canal to through navigation.

Leading the passing of plaudits was Sir Leslie Young, chairman of B.W.B. who chaired the meeting and said that when, in 1980, a modest restoration scheme was undertaken at Uppermill, the prime mover was H.C.S. "Since that time the Society's members have continued to be active, and the stage we have now reached is largely due to their enthusiasm and energy with the assistance of those bodies now represented on the Joint Committee" said the BWB boss.

The Uppermill scheme also sparked off a complimentary phrase or two from County Cllr. John Sully, a dedicated inland waterways buff, who said that the Uppermill scheme had shown what could be done and had made others realise that eventually the whole canal could be restored.

Third to recognise the work done by the pioneers of the early days of HCS was Cnty Cllr. Garth Pratt (he actually has an umpteenth share in a narrow boat), who spoke approvingly of the "mild eccentrics" who had first pointed out the worth of restoring the narrow.

Solution to Crossword No.25

ACROSS: 1. Swans; 4. Engines; 8. Butty; 9. Grandee; 10. Costers; 12. Corgi; 13. Inn; 14. Tines; 15. Lac; 16. Throw; 18. Caribou; 20. Ordeals; 22. Tours; 23. Soothed; 24. Discs.

DOWN: 1. Subscriptions; 2. Artisan; 3. Style; 4. Egg; 5. Glances; 6. Nadir; 7. Scenic Cruises; 11. Sonic; 14. Towpath; 15. Labours; 17. Radio; 19. Rated; 21. Sad.

A pity that all this praise did not bring more generous treatment. Despite a plea for voting rights, the hand of HCS chairman David Sumner, will have to remain down when "yes" or "no" decisions are called for from Steering Committee members.

That apart, however, there were very encouraging decisions taken. One was confirmation that the vital £100,000 study of the Standedge Tunnel will take place this year and will be completed and recommendations made before the end of March, 1986. Several of the participating councils have promised their share of cash aid in meeting the cost of the study. And Cnty Cllr. Sully made clear that the County Council will be finding the cash for the crucial navigable tunnel link with the Broad Canal at Wakefield Road, Huddersfield. Smiling Sir Leslie took the opportunity to have a look at where the connection will be made at Aspley (see cover photo).

Cnty Cllr. Pratt made a rather succinct comment about this connection, pointing out that once people had seen this blockage removed they would be aware that things really were happening in the restoration plan.

Sir Leslie said that the creation of the Joint Committee marked a major step forward and gave added impetus to proposals which were both exciting and far sighted and which BWB was likely to support.

He pointed out that there was a long road to travel before proposals became a reality and added "A great deal of money has to be found and many possible sources, including the Common Market, will be explored. I am confident that the right level of co-operation is there, together with a strong desire to see this trans-Pennine waterway link re-established".

So say all of us.

ALEC RAMSDEN

I was there.

Sir Leslie Young was there.

The Mayor of Tameside and the Mayor of Oldham were there with chains of office shining in the sun.

The Rt. Hon. Robert Sheldon, MP, and Mr Tom Pendry, MP, were there.

Mr Glyn Ford, MEP, was there.

Fifty-three boats of all sizes were there stretching along three canal arms.

Entertainers to suit every taste were there with acts specially for children being heavily patronised by parents.

CAMRA were there with enough variety to satisfy even our entertainments officer and two former committee chairmen!

The Army Cadet Force were there providing muscle power for scene shifting.

The St. John Ambulance Brigade girls were there to bind up wounds (and set the hearts of the Army Cadets fluttering). There were nearly forty traders there with the Ashton Reporter telling how it was in 1885.

And, I am glad to say, many of you were there.

The Ashton Canals Festival is over for 1985.

For the 150 of you who sold your raffle tickets and sent the counterfoils back,

1985 Raffle Prize Winners

- 1st Prize—Champagne meal for 2
- 2nd Prize—Night out at theatre for 2
- 3rd Prize—Night out at theatre for 2
- 4th Prize—Bottle of whisky
- 5th Prize—Bottle of sherry
- 6th Prize—Bottle of martini
- 7th Prize—Bathroom scales
- 8th Prize—Set of glasses
- 9th Prize—Tea service
- 10th Prize—Wall clock

If the winners would contact me at 31 Middle Green, Ashton, or 061-330 9810, I will make the necessary arrangements for them to receive their prizes.

our heartfelt thanks, especially to George Brown of London, ONTARIO. I'm sorry one of your tickets didn't win the first prize, George, but the committee were relieved that we didn't have to pay for a transatlantic flight! However, we hope that you can find somewhere for the rally plaque which is on its way to you. We almost sold out of raffle tickets on our pub crawls in the weeks preceding the Festival. According to the committee secretary, these were the best part of the Festival (but then she is a latent alcoholic!)

Our thanks to all those members who volunteered (volunteered? That's a new word for being leant on by Malcolm's heavy mob) to man the gates at various times during the weekend.

Our thanks to all those bodies who loaned us equipment; to all schools and the children who entered the art competition; to BWB for their unstinting co-operation; to Tameside Council for their help; to Unicon Marine for the loan of 'Judith Mary' and to countless other organisations and individuals who helped us out.

We are now starting to plan for the 1986 Festival — the way things are progressing, it could be in Stalybridge! SEE YOU THERE.

BRIAN MINOR
1985 Festival Chairman

- 12447 — J. A. Clegg
- 13490 — Ormondroyd
- 7066 — F. Butterworth
- 6663 — K. Drive
- 12183 — L. Robinson
- 4026 — Kevin
- 2735 — N. Slater
- 6119 — M. E. Rainer
- 6869 — A. K. Ellis
- 4303 — Mrs Shaw

VINCE WILLEY

H.C.S. is over £2,000 better off — thanks to the interest in waterways of the ex-Mayor of Kirklees, Cllr. Stanley Dawson.

Cllr. Dawson, a former sailor has happy memories of family holidays at the tiller of a narrow boat on the country's inland waterways — and this interest prompted him to name the work of H.C.S. as one of his official charities when he was civic head of Kirklees. The other was another waterways based charity, the E. Austen Johnson, a canal boat operated in Kirklees under the Duke of Edinburgh Scheme, and which is specially fitted out for the disabled.

Each charity is getting a cheque for £2,101, and the presentation to H.C.S. was made by Cllr. Dawson to H.C.S. vice-chairman Trevor Ellis, appropriately at the country's highest "workable" lock at Marsden.

Cllr. Dawson praised the work of the society and said he had another ambition — to be at the tiller of a narrow boat again when the canal is reconnected to the country's inland waterways network.

"The H.C.S. is doing a great job in boosting efforts to restore the canal which is part of the history of the country and which, I am sure, will become both a much appreciated amenity and a means of creating jobs and helping businesses in the area" said Cllr. Dawson.

Press Cuttings

If you see anything mentioning the Huddersfield Canal or the Society in newspapers, magazines, etc., please could you cut out and send to Neil Frazer, 84 Broomfield Road, Marsh, Huddersfield.



Restoration ahoy! Ex-Matlot former Mayor of Kirklees, Cllr. Stanley Dawson, hands over his charity fund cheque HCS vice-chairman Trevor Ellis, watched by HCS member Stuart Morton and former Mayoress, Mrs Doris Dawson.

Trevor Ellis, promising that the cash would be well used said that restoration was now speeding along with five local authorities on both sides of the Pennines involved, together with the British Waterways Board. "There is now total commitment to the re-opening of the canal", he said.

PENNINE LINK

Press Date

1st OCTOBER 1985

Press Date

Articles for inclusion in the November/December issue of Pennine Link must be received **no later than 1st October please.**

Those not in the know may be interested in the following "quote" from an article in "Waterways News", the B.W.B. magazine.

"Colne Valley Passenger Boat Services has been operating eleven years and carries some 10,000 people each year. The vessels are ex-Leeds and Liverpool wide boats Farnworth and Atlas, that have been converted to carry up to seventy passengers apiece".

"Each boat has a licensed bar, souvenir shop and toilets. Tea, coffee and light snacks are served; full catering service

or fish and chip suppers can be provided if booked in advance. Taped music, commentary or live entertainment is available by prior arrangement".

Does somebody know something that we don't? No. Pennine Link has been cheating by editing the article. Blue pencilled were the vital words "at Uxbridge" and "on the Grand Union Canal".

Still, who knows how long it will be before this kind of crystal ball gazing becomes the truth in the "real" Colne Valley.

Champagne Dinner Prize

The sun came out for Mr and Mrs J. A. Clegg of 5 St. John's Road, Hazel Grove, Stockport, to start their evening aboard The Four Seasons Restaurant Narrowboat, at Marple.

The Champagne Dinner for two was the first prize, generously donated by Malcolm Alcard, proprietor of The Four Seasons, in the Ashton Canals Festival

1985 raffle. Mr and Mrs Clegg's winning ticket was bought through Pennine Link.

Having only recently sold their own narrowboat, Mrs Clegg admitted to getting withdrawal symptoms and was really looking forward to the dinner and trip which is something they had always wanted to do but never quite managed until now.



The photograph shows Mr and Mrs Clegg (left), Mrs Ann Minor, Secretary of the Ashton Canals Festival Committee 1985 and Mr Malcolm Alcard,

proprietor of The Four Seasons Restaurant Narrowboat, at the start of the trip and prize-winning Champagne Dinner for two.



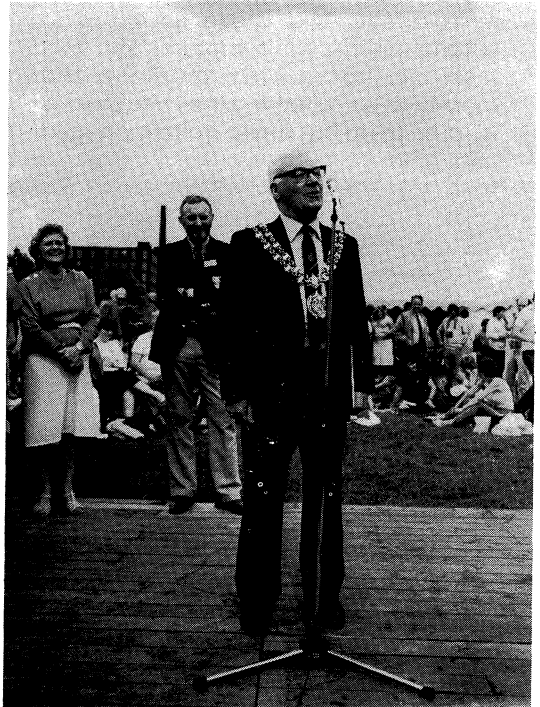
David Sumner, Chairman of HCS (left) sharing a humorous remark with Ken Goodwin, Chairman of IWA.



The children of Denton Corrie Primary School being presented with the Unicon Marine Trophy, they being the overall winners of the Schools Painting Competition.



Sir Leslie Young seen chatting with the Mayoress of Tameside, with the Mayor & Mayoress of Oldham looking on.



The Mayor of Tameside at the official opening ceremony.



Brian Minor (right) the Chairman of the Festival is seen presenting Sir Leslie Young with a pair of silver Huddersfield Canal cuff links.



Sir Leslie Young seen with (from left) Jean Buckley, Jack Carr, Trevor Ellis, Stuart Sims, Ken Goodwin, David Sumner, Ken Dodd and David Wakefield.

Since relinquishing the position of Boat Officer (see last Pennine Link) I have taken over from Trevor Ellis as Tunnel End Officer. This will allow Trevor to concentrate on the far more important job of organising the working parties on the Diggle flight.

At present I am not sure what my new job entails but the first thing seems to be obtaining a proper lease for the Cottages so we know where we are and what we are doing.

At present local ladies are running a tea service at weekends and a very good job they are doing. The upstairs room is being loaned to various local organisations for exhibitions etc., while the downstairs main room is our display

with the 2 back rooms at present unused.

A concerted effort has been made to tidy the Boat shed/Workshop and this has resulted in a bit more room for maintenance work. A start has been made on clearing the attic in preparation to lagging the roof before the winter is upon us.

Now we are not manning the Cottages at weekends we have some spare labour! We have been allotted some space at the Uppermill Craft Centre (thanks to Harold Nield) and we need people to man this on Saturdays. Will anyone willing to help with this duty please contact me.

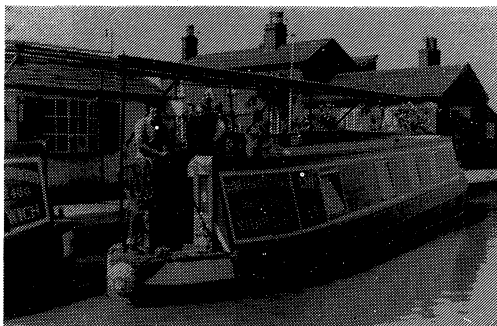
JOHN MAYNARD
Tunnel End Officer

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One day the Huddersfield Narrow will be restored and boating enthusiasts will flock to it. Until then, sample the delights of the rest of the area's canals by starting from Middlewich, the hub of the North-West system — all the canals are within one week's cruise.

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"The Boater's Hire Base"

The Diary of a Reluctant Mariner

The story so far. Anne & Ken with Simon (now 17) and Sarah (now 11) have two canal holidays to their credit and are about to start their third, in April 1982, from the Premier Boats HQ at Acton Bridge on the Trent & Mersey. Also on board are Simon (Simon's friend but not the same Simon who was on the first voyage — if you follow!), Kate, Sarah's friend and, of course, William the Dachshund.

“Cheshire Ring next year”

Day 1 Saturday. Sailing time 5 hours; Destination Middlewich; 4 locks, 14 miles; warm and sunny.

Arrived at Premier Boats near Northwich at about 2.30. Kate's mum had kindly helped to carry by bringing the girls and the large suitcase. She also supplied a box of goodies and two bottles of wine. Friend Simon's mum provided cakes and pies. What a good start. Mother came to see us off. Beautiful warm sunshine so keeping fingers crossed for the week. Henry Palmerston was just as we remembered him from our brief visit aboard last year — superbly equipped (including decent size pans) with so much storage space — some drawers and lockers left empty after putting everything away.

Left the wharf at 3.20 and made for Middlewich. Not the most exciting stretch of canal in the world but able to make good time, without locks.

(I should say here, in reading my log, that I haven't explained where we are going. The intention was to do the Cheshire Ring and to decide the way round by setting off in whatever direction the boat was pointing at the base! Consequently we are now heading south.

A slight drizzle has come up but nothing to worry about. First locks at Middlewich seem like old friends — lovely foot-

bridges with a rope-slot in them — or is it to allow movement of the lock-sides in the salt-subsidence prone ground, my tame civil engineer outside suggests.

Moored just past the branch canal junction at 8.20 — long day. Had to eat dinner (chicken and chips, fruit pie and cream) in relays on the move as it was getting so late. Short walk and bed early — bed a little larger than last year and more comfortable, but still on the blessed table top! Remembered old trick of going to see if moorings O.K. so that HE had done the bed by the time I came back. Then HE goes to check the moorings, he says, but I know he is only thinking of saving money on a pump-out!

Very, very tired.

Day 2 Sunday. Sailing time 12 hours. Destination (eventually) Trentham; 33 locks!!; 25 miles; fine to cloudy; warm.

Up before 8am to what promises to be a fine day. Bought the Sunday papers then off. Passed through lovely countryside and took the opportunity to walk William inbetween the locks. William has decided he is not v. happy down below when the engine is running and spends all his time now, wet or fine, sitting on the seat in the aft cockpit with his head over the side, looking forward, ears flapping in the wind. He looks rather like the steam train drivers of old (but a bit hairier!). Managed to overtake a slower boat which was holding us up by beating them up a double lock (14ft and 7ft in parallel). The double lock had a broken paddle and was very slow filling. Lucky. Kate fell in jumping for the bank, v. wet but didn't hurt herself. Lucky we have full central heating and a v. efficient drying cupboard.

(Another note from later! We have by now decided **not** to do the Cheshire Ring. Far too ambitious for a week — 100 miles, 100 locks — and lots of reports of

PENNINE LINK

vandalism and stone-throwing through Manchester. We are instead going to trundle down the Trent & Mersey and trundle back).

Heard a lark today; went through Stoke and passed Royal Doulton and Twyfords (coloured bogs as far as the eye could see!) Very industrial so decided to motor on until we reached countryside and a decent pub. Moored at Trentham (Ken didn't tell the kids where we were as he planned a surprise for tomorrow). Sound of peacocks all around. Awful racket. Again had dinner on the move due to late arrival — curry and chocolate cake. Found a pub with a large grill just up from the canal; had a quiet drink and then bed. Tired out, another long day. Thank goodness for two strapping teenagers — 33 locks — phew!

Day 3 Monday. Sailing time 9 hours (with many stops). Destination Weston, bridge 80; 11 locks, 15 miles; started fine and warm turning to drizzle and rain.

Decided to have a leisurely start and Ken took the kids off for his surprise. Only HE got the surprise — confusing Trentham (Gardens) with Alton (Towers). Don't ask me how. Luckily the kids didn't find out, only wondered why he had walked into the village and out again without stopping! Some shopping and away by 9.30. One lock and then moored up and walked to the Wedgewood Factory — extremely interesting — large reception area with demonstrations from throwing pots (no, silly, on a potters' wheel!) to the delicate hand painting. Also a museum and a theatre. Saw a v. good film. Museum interesting with many beautiful things. Shop massive but v. dear even in the 'seconds' section. Would rather have seen Doulton or Spode — much more to my taste. Set off again and stopped for lunch — Ken walked the kids to a pub across a field and treated them to a pub lunch. I stayed behind and had a good read.

Started to rain after lunch. Drizzle to Stone through locks. Stopped at boatyard for water and went into shop for some new boat shoes (mine had disintegrated) and gifts. Rain again — boys v. glad of waterproofs. Dog like proverbial drowned rat but insists on staying out. Eventually I had to stay down below as my anorak was saturated — must make a note to visit Troll when I get back for some waterproofs. A sure guarantee for good weather! Moored in the country at Weston — had dinner, stew and chips; hot-cross buns — boys showered. Went to the pub (Saracen's Head) and met up with a young crowd from another boat (Turner from Claymoor) — all ex-Didsbury College students who holiday together as an annual reunion — one of them is a Countryside Warden quite near to us at home. All very nice and really good fun. Stayed till we were thrown out!

The Turner crowd were debating whether it was possible to complete the Four Counties Ring in a week from where we were at the time. We discussed it when we went back to our boat and, in view of the good progress made so far, decided to have a go. So, apparently, did "Turner" and tomorrow marks the start of the silliest and busiest four canal days we have ever had!

Footnote — I will not be forgiven if I forget to mention that HE (out there) is very pleased with Henry Palmerston. A nice seat each side of the tiller and one of those little handle controls, at last!

Next time — "Are we there, yet?"

P.S. At the time of re-writing this for publication, we are watching the repeat of "Travelling Man" on television. So infuriating not being able to recognise every stretch! But making us more determined to go out this back end and do that Cheshire Ring if it kills us.

JULY/SEPTEMBER 1984

Acknowledgement is made to Sue Gibson, editor, for publication of the questionnaire in Pennine Link; September/October 1984 issue.

Introduction

The questions were formulated with the object of establishing people's motives for joining this type of society, i.e. one involved in restoration and conservation. In order to obtain a representative sample of sufficient size, the members were approached in three ways — by interview, by the distribution of questionnaires and by publication in the Society's bi-monthly magazine. The response breaks down as follows: Pennine Link — 11; Interviews — 14; Questionnaires — 25. The sample, therefore, consists of fifty members — approximately 5% of the total membership of the Society. The type of answers received do not appear to have been affected by the different methods used to obtain them.

Results

1. How long have you been a member of the Huddersfield Canal Society?
 - Less than one year—5; 1yr—8; 2yrs—6; 3yrs—7; 4yrs—4; 5yrs—3; 6yrs—3; 7yrs—3; 8yrs—5; 9yrs—2; 10yrs—4. Total numbers of years—213; Average length of membership—4 years 3 months; 26 (52%) of the sample have been members for three years or less.
2. How did you hear about the Society?
 - a) Word of mouth—23 (46%); b) Other canal societies and their newsletters—7 (14%); c) Canal festivals and rallies—5 (10%); d) Waterways World (canal magazine)—5 (10%); e) Local press—4 (8%). Others included — business 2, visible signs of restoration 2, HCS publicity 1, can't remember 1. Previous interest in canals is demonstrated by answers b), c) and d) = 17 (34%).

3. Why did you join? Have your motives changed since then and if so, why? The majority gave more than one answer to this question, therefore the figures express the number of times each motive was stated.
 - a) Interest in restoration—21 times;
 - b) Interest in canals—20 times;
 - c) Local interest/benefits—12 times;
 - d) History/industrial archeology—5 times;
 - e) Social reasons—5 times;
 - f) Holidays and boating—4 times;
 - g) persuasion—3 times. Other reasons mentioned once each — to promote use of horse-drawn boat, wanted to receive Pennine Link, impressed by work already done. One answer was left blank. Interest in canals/restoration and its benefits are mentioned a total of 62 times, only e) and g) 8 times, are an exception to this. 30 members (60%) said their motives for joining were unchanged, 17 (34%) did not answer this part of the question, 3 (6%) said their motives had changed in a positive manner — intensified, greater benefits than first perceived, became aware of wider issues.
4. Do you belong to any other restoration or conservation groups?
 - a) No—26 (52%); b) Yes—24 (48%); No. of members—12, 4, 4, 1, 1, 1, 1; No. of socs. each—1, 2, 3, 4, 7, 10, 14. This shows that 24 members belong to a total of 67 other societies which break down as follows: canal—47; railway—11; National Trust—4; Greenpeace—2; Friends of the Earth—1. Some of the canal and railway societies may be represented more than once since not all the members gave the specific names of the relevant organisations.
5. Why do you feel that restoration of the Huddersfield Narrow Canal is important? This question also received multiple answers and there-

contd...

fore the figures represent the number of times each reason was mentioned.

a) Practical benefits to the area; More recreational facilities to fulfil the need created by increased leisure—18 times; Job creation and economic benefits—14 times; To improve area/environment/landscape—11 times; Wasted asset—10 times; Total for a)—53 times; b) Benefit to the national waterway network—15 times; c) Important because it is unique—15 times; d) It is an important part of our heritage—13 times; e) Because it is beautiful—6 times. Others include — to prevent it becoming an eyesore, to set an example to other societies, restoring pride in the district, cheaper to restore than eliminate. The practical benefits local and national total 68 times, other considerations such as c), d) and e) total 34 times.

6. Do you live in an area which will benefit from the restoration? a) No—28 (56%); b) Yes—22 (44%); Two of the 'yes' answers were qualified as follows: Yes, England. It doesn't matter where you live, all benefit. An additional question was put to HCS council members only, this was — how many hours per week do you spend working in a voluntary capacity on Society matters? The answer to this gave a total of 84 hours per week from eight people, i.e. an average of over 10 hours per person.

Comments and Interpretation

1. We can see from the results to this question that the greatest response came from newer members. This could indicate that they are more enthusiastic and willing to participate in matters related to the Society, or that they were present in greater numbers when the forms were handed out or interviews carried out, and more willing to write letters in response to the appeal in Pennine Link.

2. Word of mouth (46%) evidently is an important factor in the recruitment of new members. Prior interest in canals (34%) could be said to be demonstrated by the members who had contact with other canal societies and their newsletters, attended canal festivals and rallies and read canal orientated publications. These were the two largest categories.

3. The four most popular answers to this question can be classified in several groups, considered here in descending order of preference. Group one expressed an interest in canals and restoration, an obvious motive for joining the Society, and totalled over half of the answers. Group two sees the restored canal as a useful local amenity and tourist attraction which will benefit the area economically, enhance the environment and be a useful leisure resource (walking, angling and bird-watching were mentioned). They therefore joined the Society in order to bring this about. Group three also showed a local interest — but in the past, not the future. They declared an interest in history and industrial archeology. Group four joined for social reasons but did not clarify this further. Considering the number who claimed an interest in canals it is perhaps surprising that only four members mentioned boats and holidays — activities automatically associated with waterways. The second part of the question was answered by only 60% of the sample which makes analysis difficult. One can only speculate as to whether this was an oversight or a deliberate decision — and if the latter, why?

4. Members who do not belong to any other societies (52%) would appear to have a specific interest in the Huddersfield Narrow Canal alone. Those who belong to one or more

contd...

other societies could be said to have wider interests. The three members who belong to seven, ten and fourteen societies respectively could be said to be carrying this interest to an extreme, it would be physically impossible for them to give more than token support to each. It is interesting to note the conjunction of railway and canal societies since historically one organisation was detrimental to the other.

5. The answers to this question indicate that by far the majority of members wish to see the canal restored because of the practical benefits this will bring, both locally and to the national waterway network. There is also concern about the need for resources which can be used constructively during the current increase of leisure time. Job creation, also a current problem, ranked next in importance. Only one third of the answers mentioned the canal's uniqueness, historical importance and beauty. Considering the apparent awareness of environmental and ecological consider-

ations, it is perhaps striking that not one member has suggested that the restored canal could be used to transport suitable goods, its original 'raison d'etre', and thus relieve the pressure on other systems of transport.

6. In answer to this question 56% of the members could be said to have altruistic motives for wishing to see the canal restored. The local resident members will benefit directly or indirectly from this eventuality and therefore have a vested interest in the project. The question put to the council members illustrates the amount of time they are willing to allot to the Society, perhaps to the detriment of their home/social life. This could be said to reflect positively in their sense of dedication or purpose.

Many thanks to all of you who have helped in any way with this survey. For those of you who've asked me to let them know my results, I'm pleased to say I've got an Upper 2nd BA Honours Degree in Art & Design (Ceramics).

ALEX CRIPPA

Princess Mary Trip

*Don't forget 6th September HCS is running an evening cruise on the traditional river boat Princess Mary. 2½hr. trip at

*£3 per head includes supper.

*7.30 p.m. cast-off time from the boatyard at Mirfield (by Navigation), details from Alec Ramsden on Huddersfield 664844.

Tame Valley Toepath

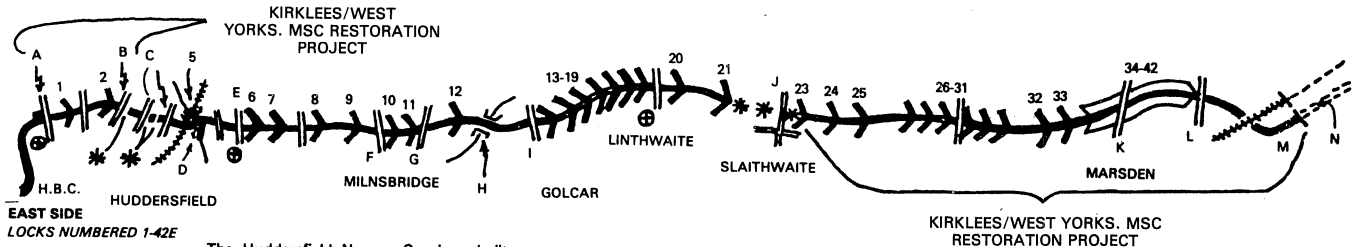
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Many thanks to all of those who've contributed so far.

Prize winners will be announced later.

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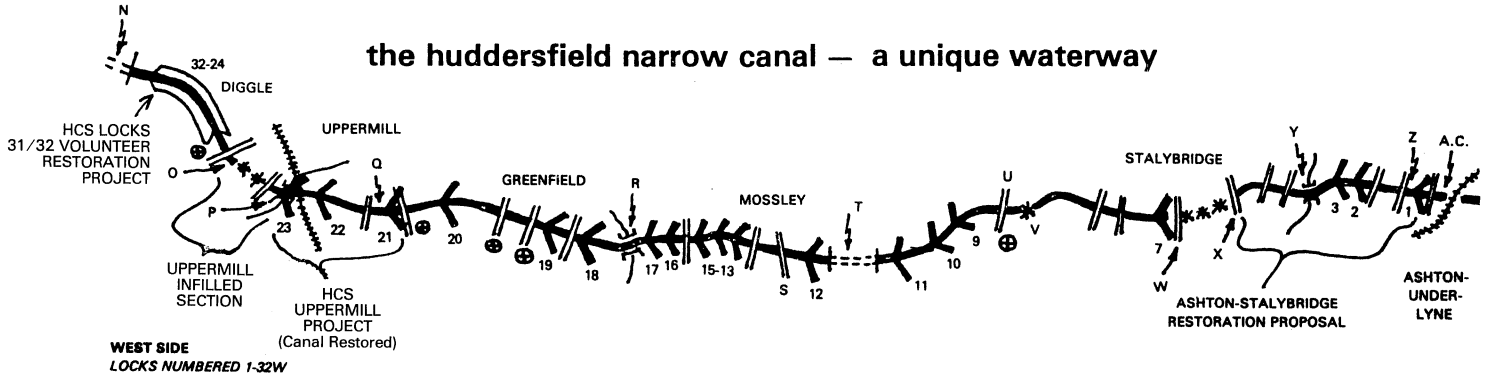
The Huddersfield Narrow Canal — built 1793—1811. Engineer: B. Outram. Closed: 1944. Last recorded passage across Summit: 1948. Restoration began 1961. Length: 19 7/8 miles. Summit pound: 645 ft. above sea level through Standedge Tunnel — 3 miles 418 yards long.

- H.B.C..... Huddersfield Broad Canal
- A.C..... Ashton Canal
- A..... Wakefield Road
- B..... Queen Street South
- C..... Manchester Road
- D..... Paddock Foot Aqueduct
- E..... Stoney Battery
- F..... Market Street

- G..... Morley Lane
- H..... Golcar Aqueduct
- I..... Golcar Swing Bridge
- J..... Britannia Road
- K..... Warehouse Hill
- L..... Station Road
- M..... Tunnel End Cottages
- N..... Standedge Tunnel
- O..... Wool Road Warehouse and Brownhill Visitor Centre
- P..... Saddleworth Aqueduct (old Sag)
- Q..... Uppermill Museum

- R..... Royal George Aqueduct
- S..... Egmont Street
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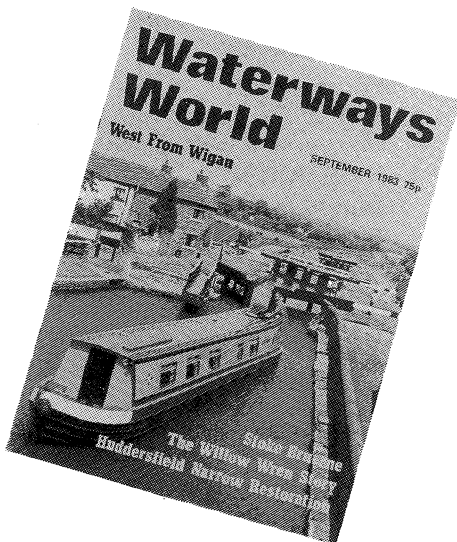
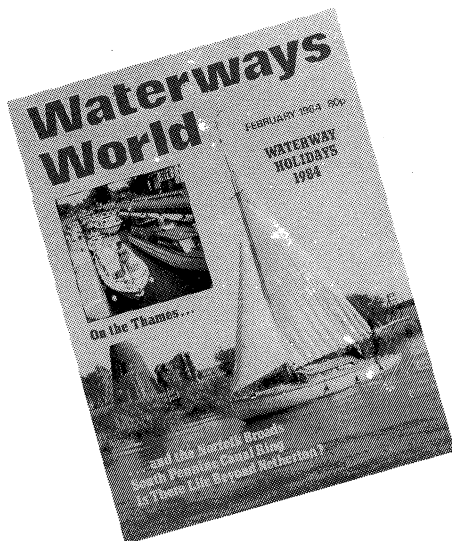
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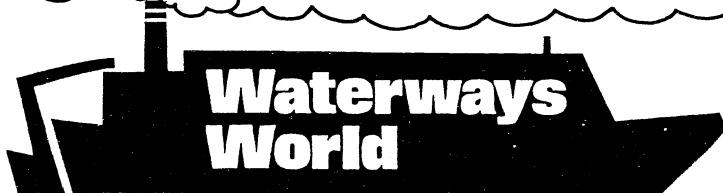
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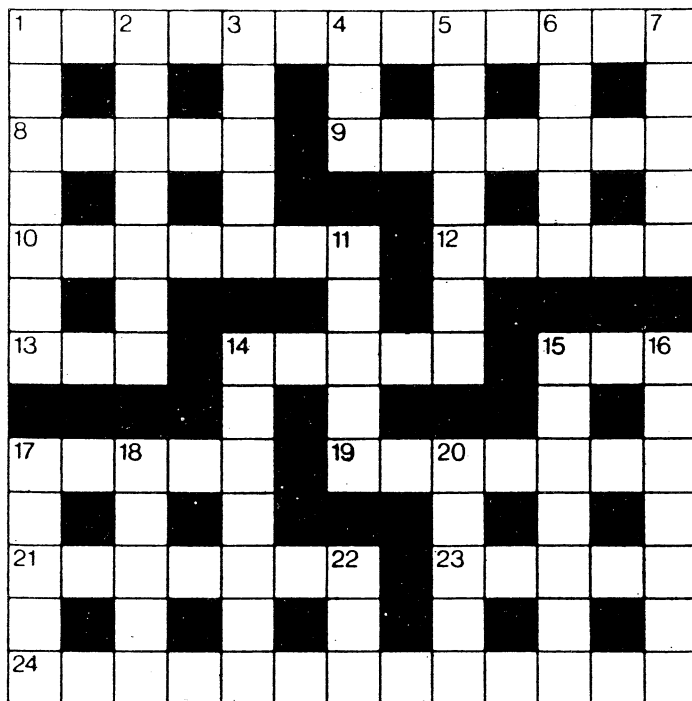


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CLUES ACROSS

- 1. Reward for restoration (8 & 5)
- 8. Rigid belief (5)
- 9. Hauling rope (7)
- 10. Tunnel 'walkers' (7)
- 12. Can imagine 10 across get these (5)
- 13. Miserable (3)
- 14. Material (5)
- 15. Automobile (3)
- 17. Skinflint (5)
- 19. Goes afloat? (7)
- 21. Phenomena (7)
- 23. Jewish minister (5)
- 24. Another reward for restoration (10 & 3)

CLUES DOWN

- 1. Lock-parts (7)
- 2. Busy (7)
- 3. Form (5)
- 4. Decay (3)
- 5. Canal walk (7)
- 6. From Erin (5)
- 7. Meat dishes (7)
- 11. Range (5)
- 14. Very small boat (7)
- 15. North American deer (7)
- 16. Breathing space (7)
- 17. Ape (5)
- 18. Play instrument badly (5)
- 20. Hebridean island (5)
- 22. And others (ABBR) (3)

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Saturday & Sunday 11.00am-5.00pm

For details of Activities etc
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Programme of Events

September

- Exhibition, Ceramics by Ted Underhill.
- 8th Discovery Walks.
- 14/15th Tunnel End Canal Festival and Craft Day.
- 19th 7.30pm talk, Geoff Frost, Ranger Service in Peak Park.
- 22nd Adventure Day.

October

- Exhibition, Harvest Time, some exhibits loaned from Shibden Hall, Halifax.
- 17th 7.30pm talk on the Colne Valley Tree Society.

November

- Exhibition of Pyrography by J. Dyson.
- 21st Cake Decorating demonstration.

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- 1377 Pat and Gwilym Lloyd, [REDACTED]
[REDACTED]
- 1378 R. J. and M. A. Foreman, [REDACTED]
- 1379 Christopher Cotton, [REDACTED]
[REDACTED]
- 1380 A. Appleyard, [REDACTED]
- 1381 Pauline Ann Buckley, [REDACTED]
- 1382 J. Perry, [REDACTED]
- 1383 Robert Atkinson, [REDACTED]
- 1384 Alan Hodgkinson, [REDACTED]
- 1385 David Mark Dix, [REDACTED]
- 1386 Mr Howard Leslie Hare, [REDACTED]
- 1387 Geoffrey Ellis, [REDACTED]

VAL DEWEY, Membership Secretary

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KEEP BRITAIN TIDY
SLAITHWAITE ANGLERS & KIRKLEES M.B.C.***

**DESPERATELY NEED VOLUNTEERS
for a Huddersfield Narrow Canal Clean Up
Starting at Longroyd Bridge — Lock No.4
(Near Charlie Brown's)**

Manchester Road, Huddersfield

on

12/13th October & 26/27th October

&

9/10th November

**Contact Dave Finnis at Tunnel End
Cottages, Huddersfield 846061 or just
turn up on site, suitable attired.**

- 5th Sept. 8.00pm Neil Frazer, 'The Fascination of Public Transport' at the Sair, Linthwaite, Huddersfield.
- 6th Sept. 7.30pm Evening Cruise on the Princess Mary, from Mirfield, see page for details.
- 11th Sept. 8.00pm Social Meeting at the Diggle Hotel, Diggle.
- 14/15th Sept. Tunnel End Festival, Marsden. Contact David Wakefield on Huddersfield 510781.
- 1st Oct. Pennine Link Press Date.
- 3rd Oct. 8.00pm John Morley 'Round the world in 10 years' at Royal Oak, Linthwaite, Huddersfield.
- 5th Oct. 7.30pm HCS Wine and Dine Evening at Tunnel End Cottages (see page), prior booking essential!
- 6th Oct. Toepath '85 Sponsored Walk, contact Alison Fisher on Huddersfield 842963.
- 9th Oct. 8.00pm Social Meeting at the Farrars Arms, Grasscroft, Oldham.
- 12/13th Oct. Canal Clean-up.
- 26/27th Oct. Canal Clean-up.
- 7th Nov. 8.00pm Dave Irving 'How not to run a work camp' at the Pack Horse, Slaithwaite, Huddersfield.
- 9/10th Nov. Canal Clean-up.
- 5th Dec. 8.00pm Tony Lockwood 'Tupperware boat on the Cut' at Olive Branch, Manchester Road, Marsden.

Working Parties

2 day working parties the first and third weekends of each month. Tel: Trevor Ellis on Huddersfield 34666.

NB. The 7th/8th September counts as the first weekend.

EDITOR. The editor holds the right to edit or withhold articles and letters or to retain them for publication at a later date.

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